

AMENDED
STATEMENT OF JUSTIFICATION
DSP-20031

APPLICANT/
CONTRACT PURCHASER: York Acquisitions, LLC
c/o Aspen Heights Partners
8008 Corporate Center Drive, Suite 201
Charlotte, North Carolina 28226

OWNERS: Realty Development LLC
4206 Knox Road
College Park, Maryland 20740

ATTORNEY/
CORRESPONDENT: Matthew C. Tedesco, Esq.
McNamee, Hosea, Jernigan, Kim, Greenan & Lynch, P.A.
6411 Ivy Lane, Suite 200
Greenbelt, Maryland 20770
(301) 441-2420 Voice
(301) 982-9450 Fax

CIVIL ENGINEER: Bohler Engineering
Nicholas Speech, P.E.
16701 Melford Blvd., Ste. 310
Bowie, Maryland 20715
(301) 809-4500 Voice

TRAFFIC ENGINEER: Lenhart Traffic Consulting, Inc.
Michael Lenhart, P.E., PTOE
645 Baltimore Annapolis Boulevard
Suite 214
Severna Park, Maryland 21146
(410) 216-3333 Voice

ARCHITECT: BSB Design, Inc.
Jeremy White
1616 Camden Road, Suite 250
Charlotte, North Carolina 28203
(704) 786-2328 Voice

REQUEST: Detailed Site Plan pursuant to Section 27-285(b) of the
Zoning Ordinance with requested modifications to the
Development District Standards pursuant Section 27-

548.25(c) of the Zoning Ordinance in order to accommodate the development of a mixed-use multifamily student housing project (comprising two buildings) in the MUI/DDO Zone.

I. DESCRIPTION OF PROPERTY

1. Addresses – 4205 and 4206 Knox Road, College Park, Maryland 20740.
2. Proposed Use – A total of 129 multifamily dwelling units (88 units in Building 1 and 41 units in Building 2) for student housing and approximately a total of 2,078 gross square feet of commercial/retail space (1,055 square feet in Building 1 and 1,025 square feet in Building 2) in two (2) buildings.
3. Election District – 21.
4. Lots – Lots 57, Block H and Parcel A, Block G.
5. Total Area – 0.846 acres (Lot 57 is 0.22 acres and Parcel A is 0.626 acres)
6. Tax Map & Grid – 33/B-3 and B-4.
7. Location – Located on the north (Building 1) and south (Building 2) side of Knox Road, at the intersection with Guilford Drive.
8. Zone – M-U-I & D-D-O
9. Overlay Zone – DDOZ within the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*
10. Zoning Map – 209NE04
11. Incorporated Area – College Park
12. Archived 2002 General Plan Tier – Developed
13. General Plan Growth Policy – Established Communities.

II. NATURE OF REQUEST

York Acquisitions, LLC (hereinafter the “Applicant”) is requesting the approval of a Detailed Site Plan to construct a total of 129 multifamily dwellings for student housing and approximately 2,078 square feet of commercial/retail space in two (2) buildings as follows:

- Building 1: approximately 88 dwelling units and 1,055 square feet of commercial/retail space; and
- Building Two: approximately 41 dwelling units and 1,025 square feet of commercial/retail space.

In addition, the Applicant is requesting limited modifications to the Development District Standards contained in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (hereinafter “Sector Plan”).

III. APPLICANT’S PROPOSAL

The subject property is located at 4205 and 4206 Knox Road, College Park, Maryland 20740, which are currently improved with two multi-unit apartment buildings for student housing totaling 9,731 square feet of GFA. Based on property tax records, the property has been improved with this development and use since at least 1965. The existing structures will ultimately be razed. The total area of the property is 0.846 acres, and is known as Lot 57, Block H and Parcel A, Block G, of the Lord Calvert Manor Subdivision, as reflected on a plat recorded in Plat Book WWW 41 at Page 100. This Detailed Site Plan (DSP-20031) is being submitted to accommodate the development of 129 multifamily residential dwelling units (for student housing associated with the University of Maryland) and 2,080 square feet of commercial/retail space in two (2) buildings. Parking will be provided via a parking garage beneath Building One (4206 Knox Road). Modifications to the parking standards as well as other development standards are requested for Aspen - Maryland multifamily development. The requested amendments are discussed in Section VI of this statement.

It should be noted that the applicant is a national multifamily and student housing developer and manager headquartered in Austin, Texas with a billion dollar portfolio since being founded in 2006. Specifically, the applicant has been dedicated to the development of a unique and innovative platform with an emphasis on creative designs that connect with the community. The combination of quality construction and development with pioneering sales and marketing techniques, as well as world-class customer service for its residents, has enabled the applicant to build a strong track record within the multifamily and student housing sectors. Indeed, the applicant has thirty-four (34) different projects (including six (6)) that are currently under construction throughout the United States, which make up more than thirty (30) different markets.



DESIGN FEATURES

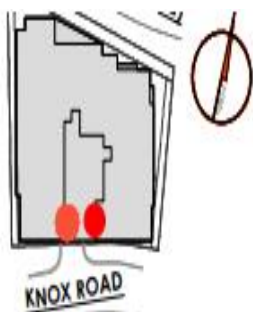
The site plan proposes one point of vehicular access from Knox Road into the garage for Building 1. The redevelopment of this site will create a mixed-use environment within the Walkable Node and Walkable Node (University) character area that will provide a total 129 multifamily student housing units located adjacent to the University of Maryland campus. The project is located on the north and south side of Knox Road, at the intersection with Guilford Drive and immediately adjacent to the University of Maryland to the north. For that reason, great detail, time, and expense have gone into the design development, material selection and forward-thinking building systems of the proposal submitted herewith. The project's clean lines, simple forms, contemporary color and artistic style will become a cohesive part of the revitalized downtown College Park area. The building façades will contain a combination of sustainable materials such as brick veneer, hard-coat stucco, fiber cement siding, and metal siding. Building mounted signage is proposed on the southern façade of Building One at the pedestrian and garage entry and at the south east corner and on the northern façade at the pedestrian entry and north east corner of Building Two. Both structures will be strategically constructed using progressive technologies and precise manufacturing to maintain a sustainable and innovative base for our design.

The exterior character of both buildings includes a stunning contemporary palette of colors that pay homage to both the state and the university (sleek neutral tones with red brick at the base and touches of yellow and red throughout the design). The red brick will act to ground the buildings while the upper stories are presented above using a subtle gridded arrangement on the facades as a gesture to the geometries found in the terrapin shell as well as the Maryland state flag overlaid on the structural grid skeleton. Accent bands of light are provided to highlight the façade and canopies in an effort to elevate the experience during the day as well as evening. Building 1 and Building 2 both indicate a minimum of one (1) foot step back between the 8th and 9th residential levels. In addition to providing a façade step back, the building design for Building 1 purposefully and strategically utilizes a “U-shape” opening to Knox Road in order to provide more relief and activation along the street edge. Similarly, Building 2, although within the Walkable Node – University Character Area, has been designed with a “saw-tooth” façade along Knox Road in order to create both building relief and pedestrian activation zones (outdoor seating, landscaped areas, and entry plaza).

Locations for building murals are proposed as strategic elements occurring on both buildings to weave the community together and to celebrate the life and culture of the City of College Park, the University of Maryland, and the pride of Maryland heritage.



BUILDING 1 WEST MURAL



3 - BUILDING 2 MURAL



MURAL - DESIGN :

TYPICAL MURAL DESIGN INTENT FOR ALL 3 MURAL LOCATIONS
This image is meant to depict the basic design intent for the murals regarding color, theme, and content and is for illustrative representation only. The final draft for the murals may vary.

1 - DIMENSIONS : 46'-0" X 9'-0"

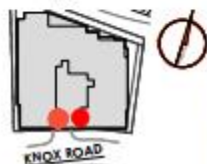
2 - DIMENSIONS : 40'-0" X 14'-0"



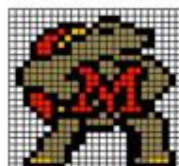
BUILDING 2 MURAL



BUILDING 1 WEST MURAL



CONCEPT IMAGERY FOR MURAL:



ABSTRACT INTERPRETATION OF UNIVERSITY MASCOT AND SCHOOL PRIDE

MC ESCHER ARTISTIC STYLE OF EVOLVING PATTERN MAKING



PROPOSED MURAL DESIGN THEME (ACTUAL FINAL ARTWORK TBD)

ABSTRACT INTERPRETATION OF MARYLAND FLAG COLORS



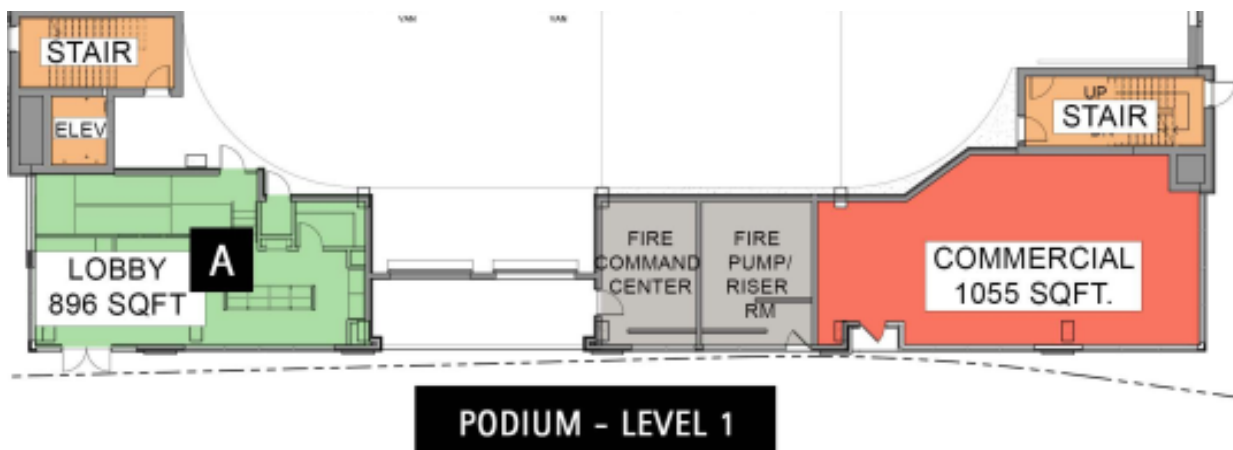
Combining the North and South parcels, there will be a new artistic life emerging that will revitalize and strengthen the Knox Road community. Through strategic mixed-use growth and artistic expression woven throughout, these two parcels will no longer be a dividing line, but a unifying element for decades to come.

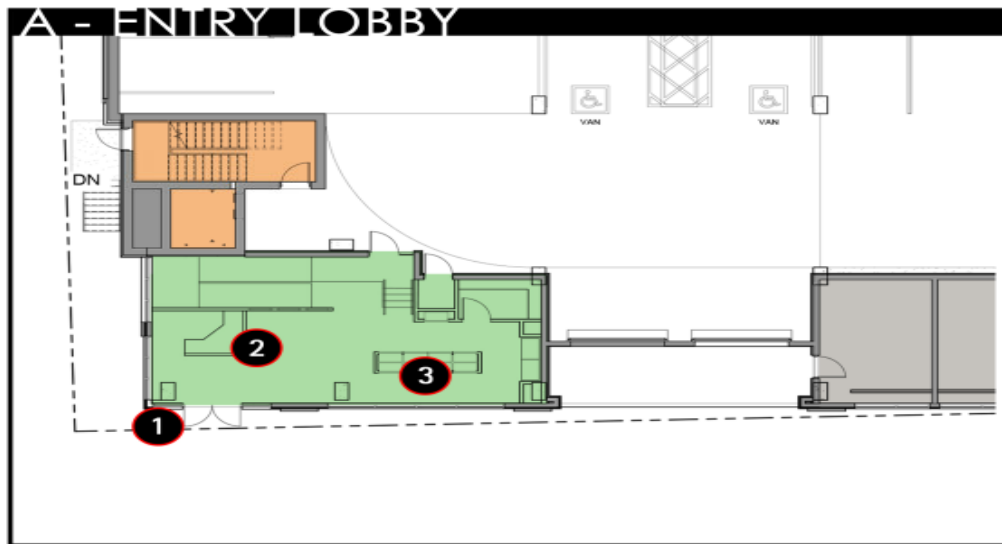
Project highlights include the following:

- Redevelopment of the last remaining – old and outdated student housing buildings on Knox Road with new modern development adjacent to the University of Maryland;
- Multiple indoor and outdoor amenity areas including, but not limited to, upscale residential lounges, contemporary clubhouse, state-of-the-art fitness center, and swimming pool with sun deck;
- Diverse floorplans with modern layout and in-demand unit finishes;
- Sleek and modern building elevations and design to revitalize and energize this portion of the Knox Road corridor;
- On-site management staff to provide best-in-class resident care and customer service;
- Premier security measures including access-controlled buildings, common areas, units, and bedrooms;
- Secured bike storage;
- Residential courtyard, fire table, bistro lighting and outdoor living areas;
- Study/Collaboration areas;
- 2,080 square feet of commercial/retail space; and
- Streetscape improvements to include upgraded sidewalks, pocket park and outdoor seating area for retail space.

Conceptual prospective and details of the private and public amenity spaces that are intended to be constructed concurrently with the construction of the building include the following:

BUILDING ONE FIRST FLOOR RESIDENTIAL LOBBY AND COMMERCIAL/RETAIL SPACE





1 ACCENTED CORNER

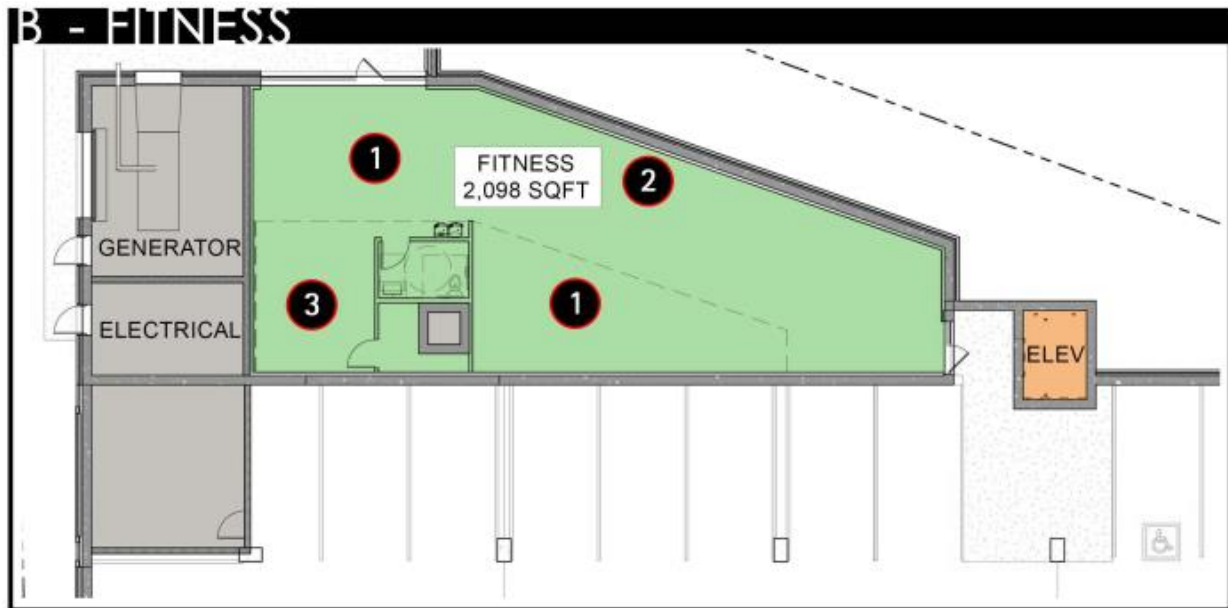


2 RECEPTION



3 MAIL/PACKAGE

BUILDING ONE GYM / FITNESS CENTER (AMENITY)



Above the structured parking, there will be a dedicated Fitness Facility on the Lehigh Road side (approximately 2,098 SF) with Cardio, Weights, Equipment, and Stretching.

1 EQUIPMENT

- FREE WEIGHTS
- LEG CURL, PRESS AND EXTENSION
- LATERAL PULL DOWN
- MULTI-FUNCTION TRAINER
- BENCHES
- TIRE FLIP



1 EQUIPMENT

2 CARDIO

- TREADMILLS
- ELLIPTICALS
- STAIR CLIMBER
- UPRIGHT BIKES
- RECUMBENT BIKES
- ROW MACHINE



2 CARDIO

3 FLEXIBLE FITNESS

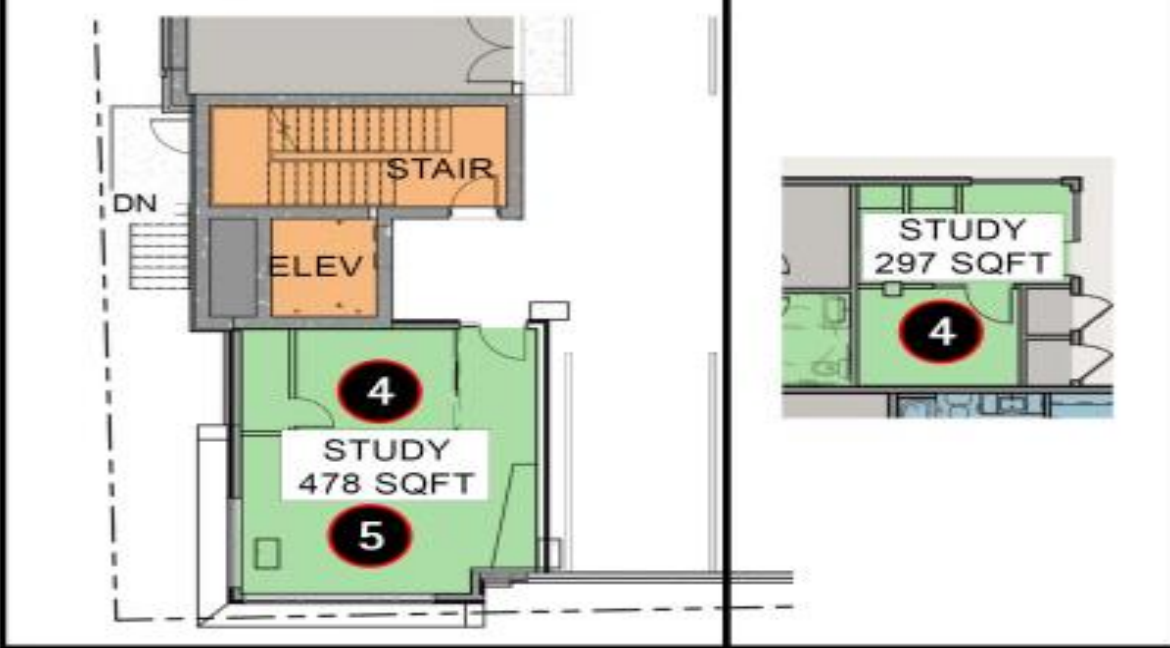
- YOGA
- FITNESS ON DEMAND
- MEDICINE BALLS
- STRETCH MATS
- BALLET BAR



3 FLEXIBLE FITNESS

BUILDING ONE STUDY/COLLABORATION AREA

C-STUDY



5 COMPUTER

- COMPUTER STATIONS
- PRINTER
- LOUNGE SEATING WITH LAPTOP TABLES

4 COLLAB ROOM

- TV
- CONFERENCE TABLE WITH POWER
- DRY-ERASE BOARD

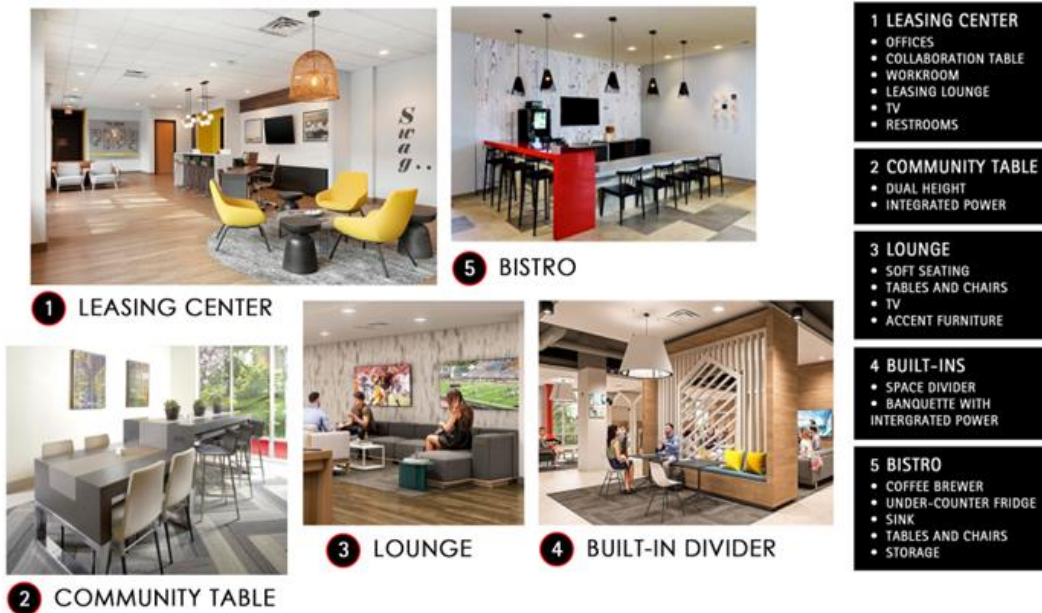
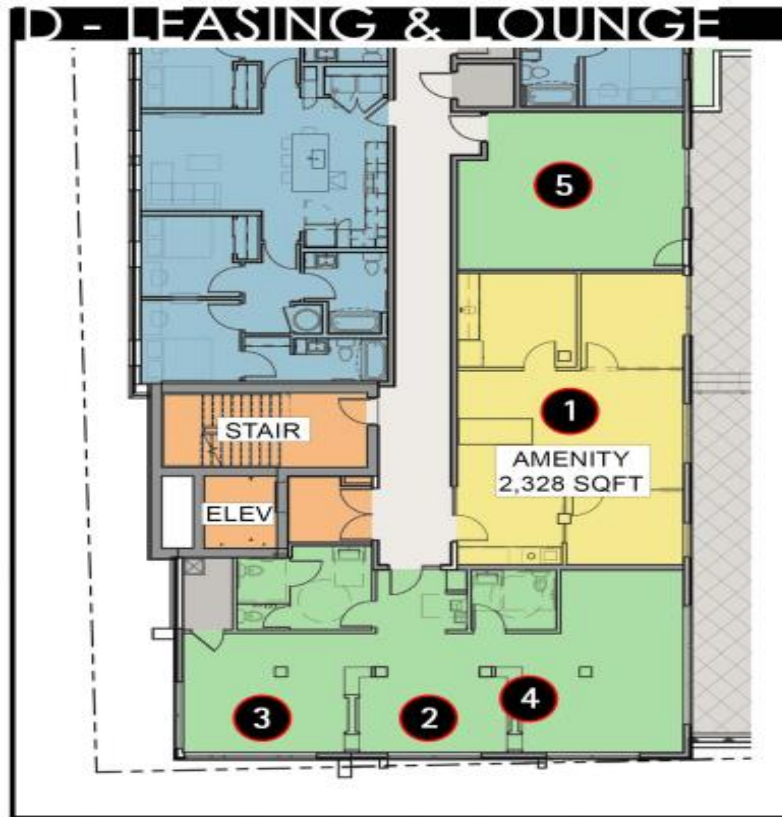


5 COMPUTER

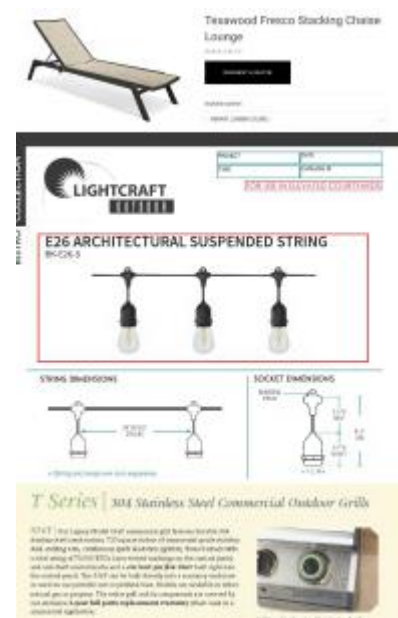


4 COLLAB ROOM

BUILDING ONE LEASING & LOUNGE AREA



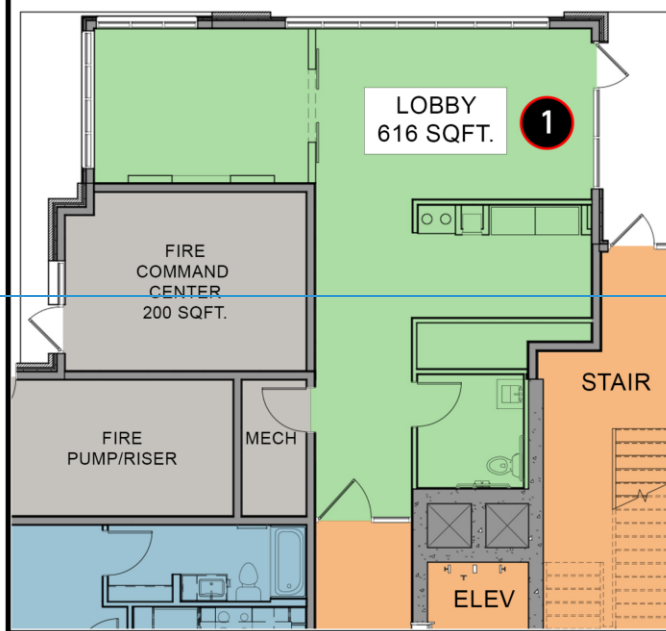
Only a couple floors up from the Residential Lobby, the elevator will open to a Residential Lounge area (approximately 2,328 SF) that will provide a Café/Bistro areas as well as a dedicated Study/Collaboration Area, which will be adjacent to the Residential Courtyard (approximately 2,300 sf) with private pool, fire table, Bistro lighting and outdoor living area for





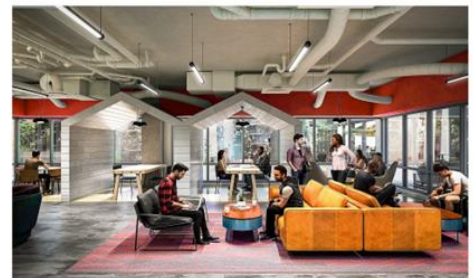
BUILDING TWO RESIDENTIAL LOBBY / LOUNGE / STUDY/COLLABORATION AREAS

A - LOBBY / LOUNGE



1 LOBBY / OPEN STUDY

- LOUNGE SEATING
- TABLES AND CHAIRS
- STUDY ROOM
- MAIL ROOM



1 LOBBY / OPEN STUDY

B - STUDY



1 COLLAB ROOM

- COMPUTER STATION
- SOFT SEATING WITH LAPTOP TABLES
- DRY-ERASE BOARD



1 STUDY

Study Rooms located on each Residential Floor.

Perspectives of the proposed development are as follows:



View looking northeast from the intersection of Knox Road and Guildford Drive. Building 1 is on the left and Building 2 is on the right.



View looking southeast from the intersection of Knox Road and Guilford Drive. Building 1 is on the left and Building 2 is on the right.



View looking south on Knox Road. Building 1 is on the right and building 2 is on the left.



View looking southwest from Lehigh Road (Building 1).

IV. COMMUNITY

The subject property is located in Planning Area 66, Councilmanic District 3, within the City of College Park. More specifically, the site is located on the north and south side of Knox Road, at the intersection with Guilford Drive. The property is located in the Mixed Use-Infill (“M-U-I”) Zone and is subject to the Development District Overlay (“D-D-O”) Zone standards found in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (“Central Us 1 Corridor Sector Plan and SMA” or “Sector Plan”), and is further located in the Walkable Node (Building 1) and the Walkable Node University (Building 2) Character Areas.

The subject property is surrounded by the following uses:

North: Lands owned by the University of Maryland in the R-R Zone.

South: Knox Road and Guilford Drive, and beyond, student housing apartments and the Hope Evangel Lutheran Church of College Park in the M-U-I/D-D-O and R-55 Zones, respectively.

East: Student housing apartments in the M-U-I Zone. (Note, Building 1 is adjacent to property that is the subject of DSP-19054, The Hub; and Building 2 is adjacent to property that is the subject of DSP-13025, Terrapin ROW).

West: Student housing in the R-55 Zone owned by the University of Maryland

Indeed, the 2010 *Central US 1 Corridor Sector Plan and SMA* rezoned the subject property from the R-18 Zone to the M-U-I Zone (SMA Change No. 13) to “allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable nodes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance to the University.” The requested DSP is in fulfillment of this recommendation, as this DSP capitalizes on the location of the property being contiguous to the University of Maryland campus. The applicant’s design for Building 1 includes a pedestrian access that connects to Lehigh Road, facilitating immediate pedestrian accessibility for the residents of Aspen - Maryland to the campus. The varying grades along Lehigh Road allow for multiple entry points along the north side of Building 1 allowing access to Fitness, Bike Parking, Vehicular Parking, as well as the Residential Elevator serving all levels for easy access for all Private Residents. The Pedestrian experience continues to the Knox Road frontages for both Building One and Two as they both provide Residential and Retail opportunities that allow for an urban edge to actively engages the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience while also complimenting the use of the surrounding midrise residential developments. The main pedestrian entrance to the residential and retail areas for both buildings includes a large canopy as well as hardscape and landscape designed for outdoor seating, plantings, and engagement along the street edge, all while being located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. The sidewalk and adjacent landscape areas compliment the surrounding buildings and create an improved walkability factor by only allowing one curb cut while eliminating two existing curb cuts to create a more continuous sidewalk. Decorative pavers have been added to the building entrance areas and plaza areas.

V. GENERAL CRITERIA FOR DSP APPROVAL

Section 27-285. Planning Board Procedures.

(b) Required findings.

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use;**

COMMENT: The plan does represent a reasonable alternative for satisfying the site design guidelines. The site design guidelines are found in the Sector Plan, the intent of which is to regulate the design and character of the Central US 1 Corridor. “The purpose of these standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the Sector Plan.” (Sector Plan at p. 227). These standards “are intended as a supplement to the existing zoning regulations for the Central US 1 Corridor.” (*Id.*). “All new development and redevelopment of existing structures within the

DDOZ shall comply with the development district standards and the general intent and goals of the US 1 Corridor Sector Plan.” (*Id.* at p. 223).

VI. D-D-O ZONE REQUIREMENTS

The Sector Plan defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay (D-D-O) Zone for the US 1 Corridor area. The land use concept of the sector plan divides the corridor into four inter-related areas consisting of: walkable nodes, corridor infill, existing neighborhoods, and natural areas, for the purpose of examining issues and opportunities and formulating recommendations. Detailed recommendations are provided for in six distinct areas within the sector plan: Downtown College Park, the University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The sector plan recommends mixed use residential land uses for the subject property (*see* Map 8, page 60). These land uses are described on page 57 of the Sector Plan. The walkable node character area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The proposed development of approximately 129 multifamily dwellings for student housing and approximately 2,080 square feet of commercial/retail space (envisioned as an eating or drinking establishment) in two buildings is in conformance with the land use recommendations of the Sector Plan. Moreover, the subject property is within the M-U-I Zone, which permits mixed-use multifamily residential dwellings units and commercial/retail uses, by right. Moreover, and pursuant to Section 27-546.18(b), since a mix of residential and commercial uses are proposed in each building on each lot or parcel, the approved site plan will set out the regulations to be followed. This results in needed flexibility in density and other regulations not specifically covered by the Sector Plan, which facilitates redevelopment that is responsive to the Sector Plan and the reasons why the property was placed in the M-U-I Zone.

The proposed development is located in the Walkable Node (Building 1) and Walkable Node (University) (Building 2) Character Area, as shown on the diagram on page 61 of the Sector Plan, and on Map 27 on page 230. As mentioned previously, the Walkable Node and Walkable Node (University) Character Area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. The applicant contends, and despite any requested modifications that are necessary to facilitate the development, that the proposed development is in substantial conformance with the intent of the Walkable Node and Walkable Node (University) areas to serve as a transition from the University of Maryland campus. Moreover, the proposed development not only serves as a transition from the University of Maryland to the surrounding existing student housing, and beyond to the commercial uses to the east and southeast, but also helps to ensure consistency in size, scale, and context with the surrounding development. Indeed, the proposed buildings compliment the use of the surrounding midrise

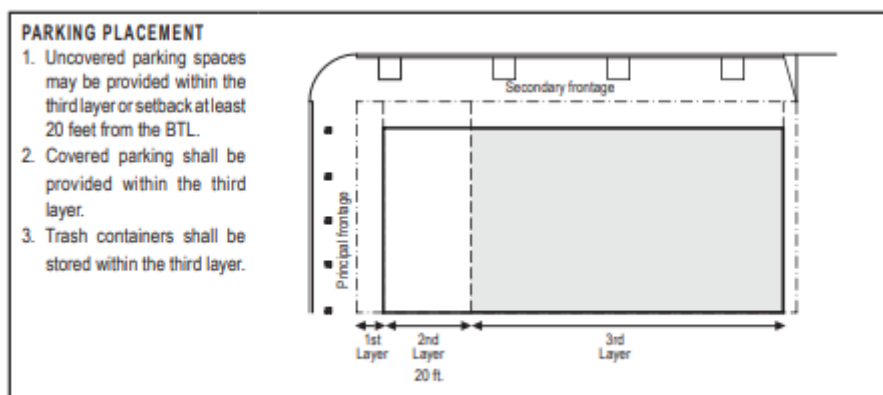
residential developments and proposed high-rise developments. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.

In addition to the general criteria outlined above, additional findings for a Detailed Site Plan in the Development District Overlay Zone are set forth in Section 27-548.25(b) of the Zoning Ordinance. That section provides that in order to approve a DSP in the D-D-O Zone, the Planning Board must find that the site plan meets applicable development district standards. However, Section 27-548.25(c) provides that an applicant may request, and the Planning Board may apply, development standards that differ from the D-D-O Standards so long as the “alternate D-D-O Standards *will benefit the development and the Development District, and will not substantially impair implementation of the . . . Sector Plan.*” (Emphasis added). In essence, unless there is a *substantial impairment*, which is a very high standard, the alternate D-D-O Standard(s) needed to facilitate the development and the District will be deemed to be in conformance with the intent of the character area; and thereby, is in conformance with the Sector Plan.

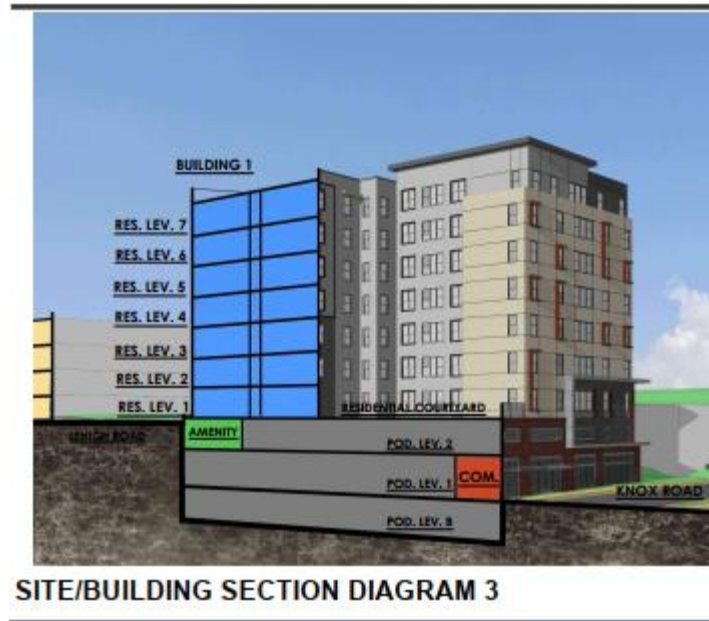
The submitted application and the justification materials provide the basis needed to deviate from a limited number of development district standards in order to accommodate the proposed development on the subject property. These modifications to applicable standards are discussed as follows (all page numbers reference the sector plan) and, unless otherwise requested below, and as depicted on Sheet A-2, the DDO standards are met:

WALKABLE NODE

- Parking Placement



COMMENT: In the abundance of caution, the applicant is requesting a modification to the standard since the covered parking (which is covered, internal structured parking, and comprises of underground and podium parking) is technically, at the second podium level, in the second layer.



Within the Walkable Node Character Area, covered parking shall be provided in the third layer (minimum 20 feet from the building face). The applicant requests a modification to allow a portion of the proposed parking to be located within the second layer of the building, with the majority of parking provided in the third layer. The covered parking is not a stand-alone parking structure, but rather integrated into the building's design. The parking is fronted by the residential lobby and retail at the street level portion of the building (i.e., podium level 1), but at podium level 2 has five (5) spaces in the second layer that are directly behind the front wall. See below:



The proposed design seeks to accommodate the quantity of parking and mix of uses required by the standards. This amendment will benefit the development and the development district by allowing this property to provide sufficient parking and will not substantially impair

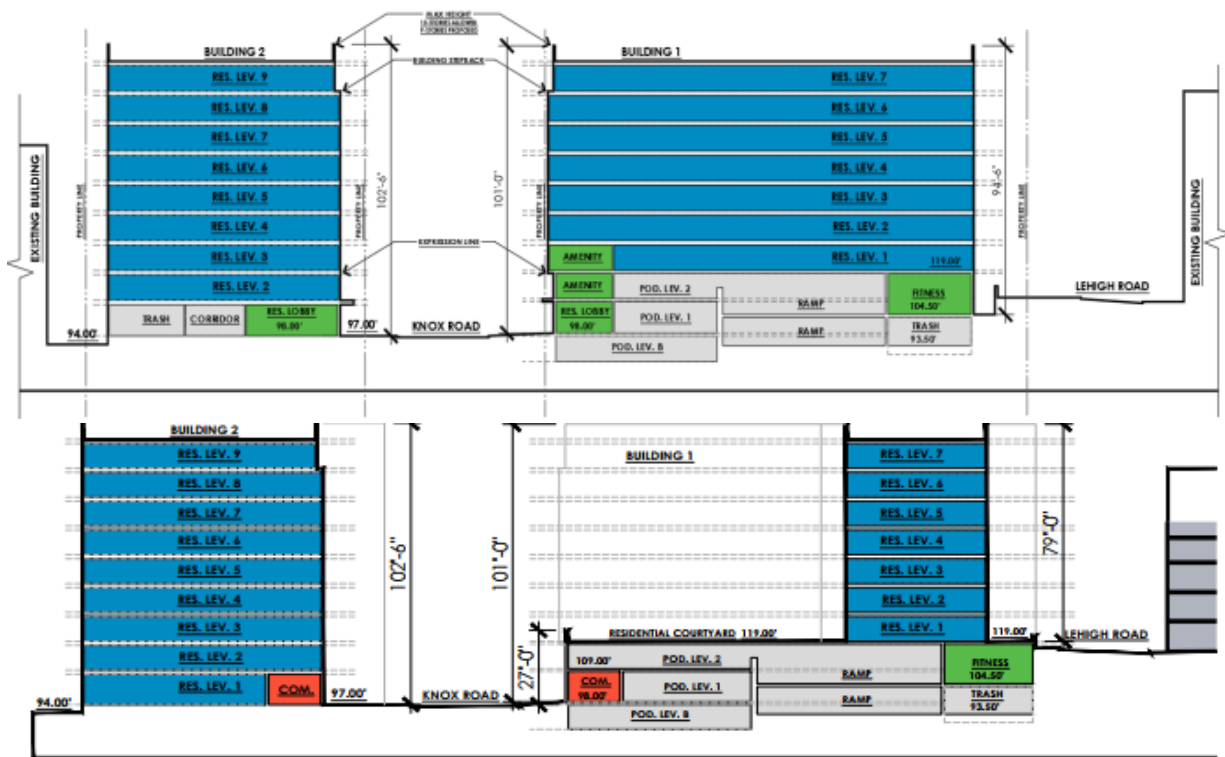
implementation of the sector plan, since the street level podium (i.e., podium 1) adheres to the standard, and the building design and architecture treatment at podium level 2 satisfies the purpose and intent of the standard by ensuring that no covered parking spaces are visible from the principal frontage, as depicted below:



BUILDING FORM

- Building Height – Walkable Node (Page 234) (Building One)

COMMENT: The Walkable Node Character Area provides that the principal building height shall be a maximum of 6 stories and a minimum of 2 stories. An amendment/modification to this development standard is requested. Nine (9) stories are proposed (the actual building height is 101'-6" at the Knox Road frontage and 79'-0" at the Lehigh Road frontage). Moreover, the building's massing is designed to reflect its surroundings, and are not out of character. Below is a view depicting the cross section between the developments on the north side of the subject property, with the proposed building to demonstrate how this development is compatible with the existing development on Lehigh Road.

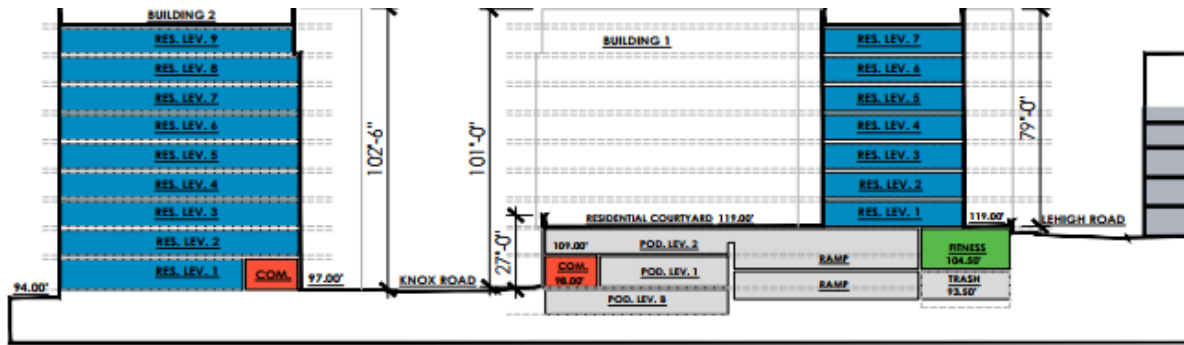


Specifically, the proposed building compliments the use of the surrounding midrise residential developments and proposed high-rise development. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience. The main pedestrian entrance to the residential and retail areas includes a large canopy and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. This Activity Zone is further accentuated by the physical balance along the Knox Road frontage created by both Buildings rising to a 9-story height, forming a much stronger Urban Edge than if they were varying heights per zoning limits. The sidewalk and adjacent landscape areas compliment the surrounding buildings and create an improved walkability factor with the elimination of two existing curb cuts, creating a more continuous sidewalk. The varying grades along Lehigh Road allow for multiple entry points along the north side of Building One allowing access to Fitness, Bike Parking, Vehicular Parking, as well as the Residential Elevator serving all levels for easy access for all Private Residents as they go back and forth from campus to the north.

Moreover, and as mentioned, this portion of the subject property (for Building 1) is contiguous to the University of Maryland campus, yet, oddly, the property was not placed in the Walkable Node (University) (“WNU”) Character Area of the Sector Plan. This is confounding, especially considering the fact that the property on the south side of Knox Road (i.e., Building 2) was placed in the WNU Character Area – despite the fact that this property is not contiguous to the University of Maryland campus.



It is illogical why property which is contiguous with the University of Maryland campus, was placed in the WN Character Area and not the WNU Character, while property on the south side of Knox Road – not contiguous with the University of Maryland was placed in the WNU Character Area. This is relevant to the applicant's request for a height modification since the WNU Character Area allows up to 10 stories compared to the WN Character Area, which only allows 6 stories. The applicant contends that its requested height modification, to allow Building 1 to be 9 stories, will not substantially impair the Sector Plan, since the property is contiguous with the University of Maryland campus, and should be in the WNU Character Area. Indeed, given that property on the south side of Knox Road was placed in the WNU Character Area despite it not being contiguous with the University was a mistake. In other words, the sector plan, as adopted, as you move south from the campus across Knox Road and across Guildford Road, allows 6 stories (WN), then 10 stories (WNU), back down to 4 stories (CI). This is confounding. Instead, and given the grades and the existing development on the University of Maryland side, allowing the modification requested herein not only ensures higher density where the Sector Plan desires it, at the doorstep of the University, but it will also create a more cohesive roof line of buildings as you move south, instead of the up and down effect that would otherwise be required by the differing character areas. Since Building 2 is in the WNU and is also proposed to be 9 stories, which does not require a modification to the standard, the applicant contends that restricting the height of Building 1 to 6 stories will create an imbalanced corridor given the topography, existing development, and view sheds at the intersection of Knox Road and Guilford Drive. That is, as depicted below, as proposed, both Buildings 1 and 2 create balance and symmetry for the corridor.



Moreover, and as depicted above and in the DSP plan sheets, the applicant is proposing a step-back in the building architecture at the eighth floor, as recommended in the Sector Plan at page 237. This further reduces the massing of the building and justifies the requested modification for Building One.

Finally, it is worth noting that the University of Maryland is supportive of this type of modification to the height restriction. The University believes students should live close to campus. One cannot get closer to campus than Aspen - Maryland. Basic tenets of smart growth are curbing urban sprawl and encouraging sustainability. The University has a goal of carbon neutrality by the Year 2050. One way to achieve that important goal is to increase the access and appeal of the campus for pedestrians. Providing the most student housing in the best, most pedestrian-friendly locations, advances this goal.

For these reasons, and given the sufficient modification made to the building elevations to provide a step-back at level 7 along with the changes in the building materials at levels 8 and 9, the applicant contends that the requested modification will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.

- Step-back Transitions and Landscape Buffers (Page 238)

COMMENT: The Walkable Node and Walkable Node (University) Character Area provides that where the proposed development is across the street from existing residential there should be step-back transitions and buffers. However, this proposed development is for multifamily student housing, and the existing residential development bordering the property on the south and east is also multifamily student housing. Indeed, the WN and WNU Character area consists of higher-density mixed-use, buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. That is precisely what exists on the adjacent developed properties. For that reason, the applicant contends that the requested amendment from this requirement should be approved, as it does not substantially impair the implementation of the Sector Plan or the District.

- Parking (Page 239) (Building One and Building Two)

COMMENT: The number of parking spaces required in the Sector Plan area is specified and any deviation from the standard requires a modification of the development district standard. The

number of required parking spaces within the Walkable Node and Walkable Node (University) Character Area for a mixed-use residential project is 1.2 shared parking factor. Based on the proposed uses, the required number of parking spaces for this development is 113 total spaces. The applicant is proposing a total of 99 parking spaces within a subterranean parking garage in Buildings One, which are 14 spaces short of the requirement. Therefore, the applicant is requesting a modification to the development district standard to allow the proposed number of parking (i.e., 99 total parking spaces).

Although the applicant's proposed parking is less than that which is required, the parking garage(s) have been designed to provide safe and efficient vehicular and pedestrian circulation within the site – with parking spaces designed within an integrated parking garage to be located under the use that it serves. It must be noted that the total bicycle parking spaces required for this development is 44 spaces. However, the applicant is providing 130 total bicycle parking spaces, which is 86 spaces over the requirement. The internal bicycle parking spaces will be in a secured (accessed only by key fob for residents) room, and all corridors will be monitored by security cameras. In addition, the applicant recently revised the DSP to include exterior bike racks in close proximity to the building entrances – in the plaza areas of both buildings. These additional exterior bike racks will accommodate a total of 10 additional bike parking spaces. Further, given the close proximity to the University of Maryland Campus and the site's location within downtown College Park (including the City's parking garage on Knox Road), the applicant contends that the location of the property lends itself to pedestrian walkable routes, and providing less vehicular parking and more bicycle spaces is more practical – especially given the pedestrian access connecting the development to Lehigh Road. Simply put, a use that provides less parking in the Walkable Node and Walkable Node (University) Character Area than that which is required should be encouraged and not discouraged, as the same encourages pedestrian activity and alternate modes of transportation including ride share (e.g., Lyft, Uber, bike share, and scooters). Students today, unlike when the Sector Plan was adopted ten years ago, simply do not rely on cars like they once did. Given the location of the subject property is contiguous with the University of Maryland campus and is within walking distance to existing infill commercial areas along Baltimore Avenue, the applicant contends that the modification to deviate from the required number of parking is warranted, and it will not substantially impair the Sector Plan or development.

Finally, it must be noted that the University of Maryland supports and encourages this type of modification to the parking standard. Another related sustainability goal of the University is to encourage the use of transportation other than personal automobiles. To that end, the University thinks parking should be kept to a minimum. The University's robust bus shuttle service and their joint bike share program with the City of College Park encourages and allows transportation options other than automobiles. A mere stone's throw away from the Aspen – Maryland site, Bozzuto Development and Willard Retail are under construction of a mixed use project that will include 61,000 square feet of new retail that will include grocery and restaurant options, further enhancing the walkability of Aspen - Maryland.

For these reasons, the applicant contends that the requested modification will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.

- **Structured Parking (Page 243)**

COMMENT: The applicant is requesting a modification to this development standard. The Sector Plan states that “parking structures shall be set back a minimum of 50 feet from the property lined of all adjacent thoroughfares.” The garage is the lower three levels of the Building One. The building is setback 10 feet from the north property line (Lehigh Road), 4 feet from the west property line, 1 foot from the south property line (Knox Road), and 5 feet from the east property line, in conformance with building placement standards. The property consists of only 0.626 acre, and varies in depth from approximately 130 feet to 180 feet, so the strict application of the 50 foot setback for structured parking would render this property undevelopable. Such an outcome would contradict the purpose of placing the property in the M-U-I Zone through the SMA. Simply stated, it is not feasible to comply with this particular standard under these circumstances. Therefore, the applicant requests an amendment to this requirement, as it will not substantially impair the implementation of the Sector Plan.

ARCHITECTURAL ELEMENTS

- **Signage (Page 254-255) (Building One and Building Two)**

COMMENT: The applicant does not believe that a modification to this standard is required, but is including in its requested modifications in the abundance of caution. The Sector Plan states that “Signs shall be externally lit from the front with a full-spectrum source. Internal and backlighting are permitted as an exception only for individual letters or numbers, such as for channel letter signage (panelized backlighting and box lighting fixtures are prohibited). The proposed signage located at the top of the southeast corner of Building 1 and the north elevation of Building 2 is proposed to be internally illuminated with LED lights, but will be channel lettering, which is permitted to be internally illuminated. The applicant contends that in order for this sign to be viewed from this distance, it must be internally lit. The design, however, complies with the allowance to be internally illuminated, as the sign design utilizes channel letters.



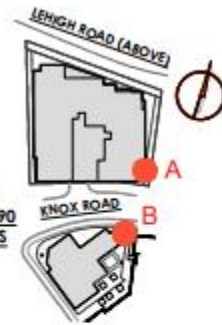
SIGNAGE

SIDE 3" DEEP

-SIGN A4
QUANTITY : 2
DIMENSIONS : 33'-0" X 3'-0"
3" DEEP ALUMINUM RETURNS
1" TRIM CAP WITH WHITE ACRYLIC FACES
RETURNS AND TRIM CAP TO MATCH SW6990
INTERNALLY ILLUMINATED WITH WHITE LEDS
SIGN TYPE :
FACE ILLUMINATED CHANNEL LETTERS -
ARIAL BOLD FONT

FRONT 33'-0" X 2'-9"
AREA 91 SF

SW6990



-SIGN A3
QUANTITY : 1
DIMENSIONS : 6'-7" X 1'-0" /
3" DEEP ALUMINUM RETURNS
1" TRIM CAP WITH WHITE ACRYLIC FACES
RETURNS AND TRIM CAP TO MATCH SW6990
INTERNALLY ILLUMINATED WITH WHITE LEDS
SIGN TYPE :
FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT

SW6990

PARKING

FRONT 6'-6" X 1'-0" / AREA 6.5 SF

SIDE 3" DEEP



2 - BLD. 1 - RESIDENTIAL LOBBY ENTRANCE



4 - BLD. 2 - COMMERCIAL LOBBY ENTRANCE



1 - BLD. 1 - COMMERCIAL LOBBY ENTRANCE



3 - BLD. 2 - RESIDENTIAL LOBBY ENTRANCE

-SIGN A2
QUANTITY : 4
DIMENSIONS : 11'-0" X 1'-0" /
3" DEEP ALUMINUM RETURNS
1" TRIM CAP WITH WHITE ACRYLIC FACES
RETURNS AND TRIM CAP TO MATCH
SW6990
INTERNALLY ILLUMINATED WITH WHITE LEDS
SIGN TYPE :
FACE ILLUMINATED CHANNEL LETTERS -
ARIAL BOLD FONT

SW6990

SIGNAGE

FRONT 11'-0" X 1'-0"
AREA 11 SF

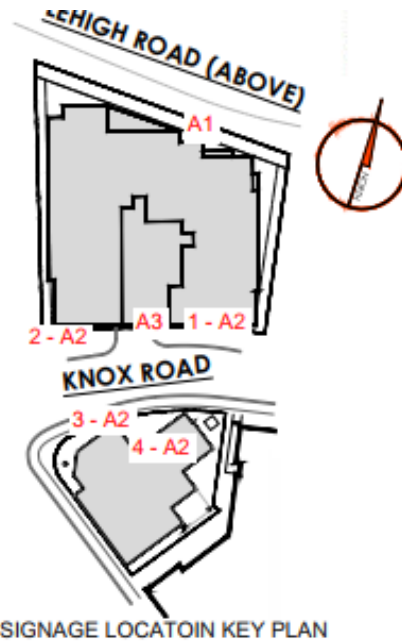
SIDE 3" DEEP

-SIGN A1
QUANTITY : 2
DIMENSIONS : 6'-0" X 1'- 0" /
3" DEEP ALUMINUM RETURNS
1" TRIM CAP WITH WHITE ACRYLIC FACES
RETURNS AND TRIM CAP TO MATCH SW6990
INTERNALLY ILLUMINATED WITH WHITE LEDS

SW6990

SIGN TYPE :
FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT

SIGN 1
FRONT 6'-0" X 1'-0" **SIDE 3" DEEP**
AREA 6 SF



Moreover, the allowable signage area is met, as follows:

SIGNAGE ORDINANCE REQUIREMENTS	
BUILDING 1: KNOX ROAD SF ALLOWED: 228SF (10% COMMERCIAL SF) SF PROPOSED: 120 SF TOTAL PAINTED MURAL SF: 1000 SF (ALLOWED TO EXCEED 10% COMMERCIAL SF)	BUILDING 2: KNOX ROAD SF ALLOWED: 174 SF SF PROPOSED: 126 SF TOTAL PAINTED MURAL SF: 740SF (ALLOWED TO EXCEED 10% COMMERCIAL SF)
LEHIGH ROAD SF ALLOWED: 118 SF SF PROPOSED: 6 SF	

SUSTAINABILITY AND THE ENVIRONMENT

- LEED Certification (page 256)

COMMENT: Within Walkable Nodes, all development shall obtain a minimum of silver certification in one of the applicable LEED rating systems. Although the Applicant does not intend to pursue LEED certification, it does intend to meet the certification criteria of the National Green Building Standard (NGBS) at the silver level. As previously determined by the Planning Board, in general, both NGBS and LEED are green building rating systems that set standards and scoring criteria for evaluating energy performance measures associated with the construction and operation of new, or renovated buildings.

The Planning Board has previously determined that while there are some differences, both ranking programs require evaluation of similar building systems and design features to determine efficiency levels and apply a score. Although the Applicant will seek NGBS certification, this development standards specifically requires LEED certification only. Thus, the

applicant is requesting a modification to this standard to allow NGBS silver certification instead of LEED. The applicant contends that this amendment will benefit the development and the development district by providing green design techniques and will not substantially impair implementation of the Sector Plan. The applicant will provide an NGBS matrix and documentation that it is equal to the LEED silver certification.

Regardless of the requested modification, the applicant's design, as illustrated on the Architectural Plans, includes a unique and iconic design that provides exterior and architectural façades being comprised of high quality and attractive materials that include glass, brick, and metal. The building design, with enhanced details of all of the building materials, will provide a variety of building forms with a unified, harmonious use of materials and styles. Masonry and fiber cement systems are the primary building material for both buildings, as encouraged in the DDO. A metal panel system is used to compliment the brick. The metal panels are expressed with steel channels running horizontally at level lines. Architectural grade metal framed window wall systems make up the fenestration of the façade. Further, although certain details have not yet been finalized, the applicant's development satisfies various LEED checklist items including:

- Infill development that takes advantage of existing infrastructure and the site location to basic community services including public transportation;
- Programmable Thermostats;
- Energy-Efficient Lighting with LED Bulbs;
- Donation of Unused Materials;
- Low-E Glazing Windows;
- Low VOC (Volatile Organic Compounds) Paints;
- Energy-Efficient Appliances and Heating and Cooling;
- Environmentally-Friendly Refrigerant;
- Accessible Bike Storage;
- Low-Flow Water Fixtures;
- Pedestrian Focused Development;
- Online Paperless Leasing;
- Recycling Programs;
- Corporate Participation in Green Causes;
- Donation of Items Left by Residents.

VII. PURPOSES OF DETAILED SITE PLANS

The purposes of a detailed site plan (DSP) are provided in Section 27-281(b) and (c) of the Zoning Ordinance, and as follows:

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

(A) To provide for development in accordance with the principles for the orderly, planned, efficient, and economical development contained in the General Plan, Master Plan or other approved plans;

(B) To help fulfill the purposes of the zone in which the land is located; (C) To provide for development in accordance with the site design guidelines established in this Division; and (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

COMMENT: The US 1 Corridor Sector Plan and Sectional Map Amendment rezoned the subject property from the R-18 Zone to the M-U-I Zone (Change Number 13) to “allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable notes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance to the University.” The requested DSP is in fulfillment of this recommendation, as this DSP capitalizes on the location of the property in proximity to the University of Maryland campus. The applicant’s design includes a pedestrian connection that connects the north side of the subject property directly with Lehigh Road, facilitating immediate pedestrian accessibility for the residents of Aspen - Maryland to the campus. Thus, while the south side of Building 1 will create an urban edge on the north side of Knox Road, the rear (or north side) fronts onto the campus – creating direct access to the same. In addition, the main pedestrian entrance to the residential and retail areas in both buildings include a large canopy and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. The sidewalk and adjacent landscape areas compliment the surrounding buildings and create an improved walkability factor with the elimination of large expansive curb cuts, creating a more continuous sidewalk.

The Applicant contends that the Detailed Site Plan is substantially in conformance with the design principles of the *Central US 1 Corridor Sector Plan* and, as such, conforms to the general purposes of a detailed site plan.

VIII. PURPOSES OF THE M-U-I ZONE

Section 27-282(b)(1)(B) of the Zoning Ordinance provides that a detailed site plan needs to “fulfill the purposes of the zone in which the land is located.” As indicated previously, the subject property was comprehensively rezoned in 2010 by the Sectional Map Amendment from the R-18 Zone to the M-U-I Zone. The purposes of the M-U-I Zone are provided in Section 27-546.15(a) and (b) as follows:

(a) The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans or requested by a municipality, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The M-U-I Zone may be approved on properties which adjoin developed properties or otherwise meet plan recommendations and which have overlay zone regulations requiring site plan review, or on property owned by a municipality which requests the zone.

(b) The specific purposes of the M-U-I Zone are:

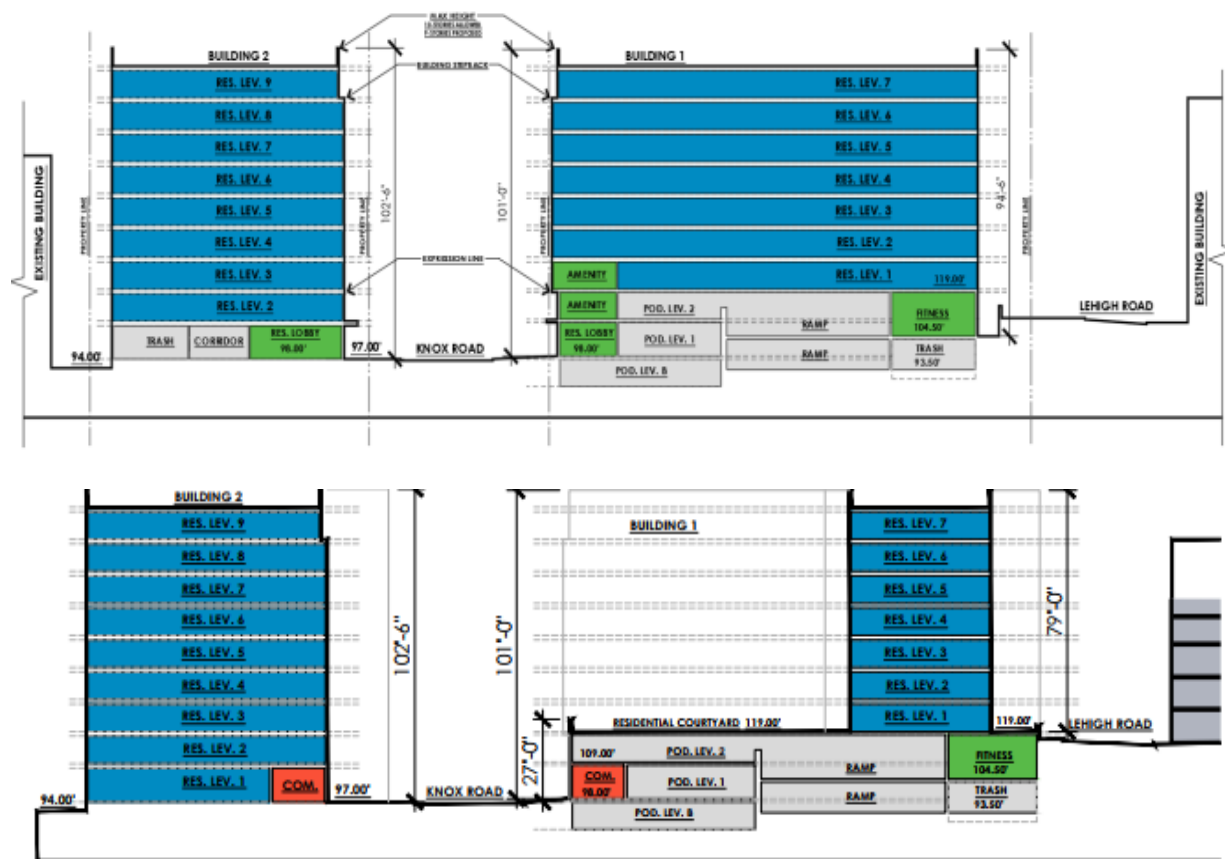
- (1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;**
- (2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;**
- (3) To encourage innovation in the planning and design of infill development;**
- (4) To allow flexibility in the process of reviewing infill development;**
- (5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;**
- (6) To create community environments enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses; and**
- (7) To permit redevelopment, particularly in areas requiring revitalization, of property owned by a municipality.**

COMMENT: Again, the subject property was rezoned to the M-U-I Zone to “allow for a mix of uses and a walkable, transit-oriented pattern of development in keeping with the recommendations of the sector plan for walkable notes. In addition, the subject properties are in close proximity to the University of Maryland and represent a prime opportunity for additional student housing within walking distance to the University.” The development proposed is consistent with the purpose for rezoning the property to the M-U-I Zone. Moreover, the proposed development is not inconsistent with development that has occurred in recent years along the south side of Knox Road (known as Terrapin Row, which was also rezoned in the SMA in Change No. 13 to the M-U-I Zone) and recent development in the immediate area on the University of Maryland campus.

The applicant further contends that the proposed development meets the specific purposes of the M-U-I Zone. The development, in addition to implementing the recommendations of the Sector Plan, contemplates a number of design concepts and density that is only achievable through the M-U-I Zone. The development proposes a mix of uses that include residential multifamily units (to accommodate student housing for the University of Maryland) and commercial/retail (envisioned as an eating or drinking establishment) space, which permits the density envisioned in the Sector Plan and proposed with DSP-20031. (*See* Sec. 27-546.18(b) (“Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed.”)). The proposed development, as depicted on the DSP, facilitate the seamless blend of

the southern campus of the University to the existing development on the south side of Knox Road.

As depicted below, the proposed buildings compliment the use of the surrounding topography and midrise residential developments. The design actively engages with the topography of the site in a way that reflects the hierarchy of the architectural program by giving prominence to the pedestrian experience.



IX. M-U-I ZONE REQUIREMENTS

Section 27-546.18 of the Zoning Ordinance sets forth certain regulations applicable to development in the M-U-I Zone. Specifically, that section provides as follows:

- (a) Except as provided in Subsection (b), the regulations governing location, setbacks, size, height, lot size, density, and other dimensional requirements in the M-U-I Zone are as follows:
 - 1. R-18 Zone regulations apply to all uses in Section 27- 441(b)(3), Miscellaneous;

COMMENT: Not applicable

- 2. R-18 Zone regulations apply to all uses in Section 27- 441(b)(6), Residential/Lodging, except hotels and motels;**

COMMENT: Not applicable.

- 3. C-S-C Zone regulations apply to hotels and motels and all other uses; and**

COMMENT: Not applicable.

- 4. Multifamily residential densities up to forty-eight (48) units per acre are permitted.**

COMMENT: Not applicable.

- (b) Where an owner proposes a mix of residential and commercial uses on a single lot or parcel in the M-U-I Zone, the site plan as approved shall set out the regulations to be followed. The approved regulations may reduce parking requirements by thirty percent (30%), where evidence shows that proposed parking will be adequate, notwithstanding provisions in Part 11.**

COMMENT: As indicated previously, the applicant is proposing a mix of residential and commercial/retail uses in this Detailed Site Plan, and the site plan shall set out the regulations to be followed, consistent with the development regulations set forth in the *Central US 1 Corridor Sector Plan*. The Sector Plan sets forth certain regulations that are being met or will be slightly modified pursuant to Section 27-548.25(c). All requested modifications will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan.

Section 27-546.19(c), Site Plans for Mixed Uses, of the Zoning Ordinance requires that:

- (c) A Detailed Site Plan may not be approved unless the owners shows:**
 - 1. The site plan meets all approval requirements in Part 3, Division 9;**
 - 2. All proposed uses meet applicable development standards approved with the Master Plan, Sector Plan, Transit District Development Plan, or other applicable plan;**

COMMENT: Although the site plan does not meet all of the applicable site design guidelines and development district standards of the Sector Plan, as discussed above, the applicant has requested modifications pursuant to Section 27-548.28(c) that the Planning Board apply development district standards that differ from the applicable standards. The applicant contends that the requested modifications will benefit the development and the Development District and do not substantially impair the implementation of the Sector Plan.

- 3. Proposed uses on the property will be compatible with one another;**

4. Proposed uses will be compatible with existing or approved future development on adjacent properties and an applicable Transit or Development District, and;

COMMENT: The proposed uses on the property are predominantly multifamily residential and a 2,078 square foot, street-level (Knox Road), retail component. These uses are compatible with one another. The abutting properties to the south, east, and west, are all zoned M-U-I and are included in the development district. The property to the north is the University of Maryland, and all uses are compatible with the proposed use. The existing uses are compatible with the proposed mixed-use residential development, and the future development of abutting sites are either already redeveloped or approved for similar development (both in height and density), as envisioned by the sector plan, which is compatible with the proposed uses of the subject site.

5. Compatibility standards and practices set forth below will be followed, or the owner shows why they should not be applied:

(A) Proposed buildings should be compatible in size, height, and massing to buildings on adjacent properties;

COMMENT: The adjacent properties to the north and south are developed with multi--story institutional/residential building and multi-family units, respectively. The adjacent property to the east is a multi-family development envisioned for multi-story redevelopment at a height that is supported by the University of Maryland. The buildings and uses proposed for the subject site are aligned with the vision and intent of the sector plan and development district, and is generally compatible in size, height, and massing to existing buildings on adjacent properties including recently approved development adjacent to Building One (to with: The Hub; DSP-19054). Moreover, and as outlined above, the applicant further contends that the proposed development meets this requirement as it facilitates the seamless blend of the southern campus of the University to the existing development on the south side of Knox Road, and capitalizes on the sector plans vision of the Knox Road redevelopment.



(B) Primary facades and entries should face adjacent streets or public walkways and be connected by on-site walkways, so pedestrians may avoid crossing parking lots and driveways;

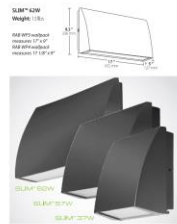
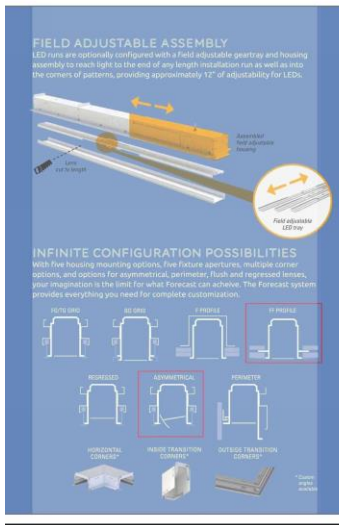
COMMENT: The primary façades of Building 1 and 2 faces Knox Road, the only accessible street abutting the site. Lehigh Road, on the north side is wholly within state owned property, and sits much higher than the subject property. The applicant designed its site plan to propose a private pedestrian connection from the third floor of the building to Lehigh Road.



Moreover, connected sidewalks and on-site walkways are provided on the south side of Building One and the north and west side of Building Two. On-site vehicular circulation is limited to a three-level internal parking structure, with one access point to Knox Road. The sidewalk along Knox Road will cross the driveway aprons, but otherwise, pedestrian and vehicular circulation on-site is separated, minimizing the need for pedestrians to cross parking lots and driveways.

(C) Site design should minimize glare, light, and other visual intrusions into and impacts on yards, open areas, and building facades on adjacent properties;

COMMENT: The photometric plan provided with the application indicates that the proposed lighting design will minimize glare, light, and visual intrusion into nearby properties and buildings. Building lighting is provided at locations to accent the style of the building and its architecture, as well as to provide well lit areas that adhere to CPTED practices.



(D) Building materials and color should be similar to materials and colors on adjacent properties and in the surrounding neighborhoods, or building design should incorporate scaling, architectural detailing, or similar techniques to enhance compatibility;

COMMENT: As depicted on the DSP, and referenced herein, the materials and colors selected to face the proposed building are compatible with those utilized in similar scale developments recently constructed within the development district. The materials proposed include a mix of colored brick veneer, hard-coat stucco, fiber cement siding and metal siding. The Knox Road frontage is designed to provide details that address the utilization of full length windows and awning, which is indicative of design features recommended in the Sector Plan. The main pedestrian entrance to the residential and retail areas includes a large canopy with an outdoor terrace and is located in close proximity to the existing Terrapin Row walkway and crosswalk, enhancing an activity zone. Consequently, the requested amendment does not substantially impair the implementation of the Sector Plan.

(E) Outdoor storage areas and mechanical equipment should be located and screened to minimize visibility from adjacent properties and public streets;

COMMENT: The DSP does not propose outdoor storage areas and includes most of the mechanical equipment internal to the building/site. As depicted on the site plan and landscape plan, all but one transformer is screened from the public realm by the building and landscaping. The transformer that is necessary to serve Building 2 is along Knox Road, however, and similarly with other recently approved projects in the corridor, the applicant is proposing a screening detail for this transformer.



The applicant has designed these locations in effort to ensure that they are not visible from the street, saving the transformer for Building 2, which will be screened with a decorative treatment.

(F) Signs should conform to the applicable Development District Standards or to those in Part 12, unless the owner shows that its proposed signage program meets goals and objectives in applicable plans; and

COMMENT: Technically speaking, all of the signage proposed by the DSP conforms to the D-D-O Zone standards, since the internally illuminated signage utilizes channel letters. Moreover, as discussed above, the applicant is proposing murals on both buildings, which will enhance the view shed and corridor.



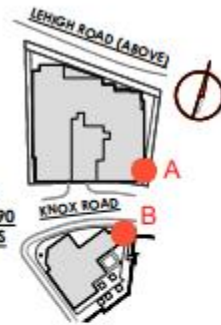
SIGNAGE

SIDE 3" DEEP

-SIGN A4
QUANTITY : 2
DIMENSIONS : 33'-0" X 3'-0"
3" DEEP ALUMINUM RETURNS
1" TRIM CAP WITH WHITE ACRYLIC FACES
RETURNS AND TRIM CAP TO MATCH SW6990
INTERNALLY ILLUMINATED WITH WHITE LEDS
SIGN TYPE :
FACE ILLUMINATED CHANNEL LETTERS -
ARIAL BOLD FONT

FRONT 33'-0" X 2'-9"
AREA 91 SF

SW6990



-SIGN A3
QUANTITY : 1
DIMENSIONS : 6'-7" X 1'-0" /
3" DEEP ALUMINUM RETURNS
1" TRIM CAP WITH WHITE ACRYLIC FACES
RETURNS AND TRIM CAP TO MATCH SW6990
INTERNALLY ILLUMINATED WITH WHITE LEDS
SIGN TYPE :
FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT

SW6990

PARKING

FRONT 6'-6" X 1'-0" / AREA 6.5 SF

SIDE 3" DEEP



2 - BLD. 1 - RESIDENTIAL LOBBY ENTRANCE



4 - BLD. 2 - COMMERCIAL LOBBY ENTRANCE



1 - BLD. 1 - COMMERCIAL LOBBY ENTRANCE



3 - BLD. 2 - RESIDENTIAL LOBBY ENTRANCE

-SIGN A2
QUANTITY : 4
DIMENSIONS : 11'-0" X 1'-0" /
3" DEEP ALUMINUM RETURNS
1" TRIM CAP WITH WHITE ACRYLIC FACES
RETURNS AND TRIM CAP TO MATCH
SW6990
INTERNALLY ILLUMINATED WITH WHITE LEDS
SIGN TYPE :
FACE ILLUMINATED CHANNEL LETTERS -
ARIAL BOLD FONT

SW6990

SIGNAGE

FRONT 11'-0" X 1'-0"
AREA 11 SF

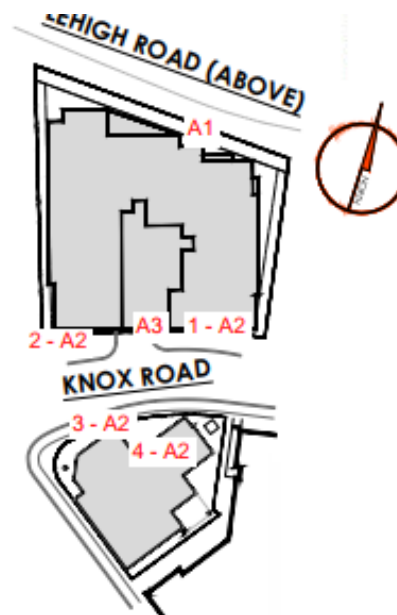
SIDE 3" DEEP

-SIGN A1
 QUANTITY : 2
 DIMENSIONS : 6'-0" X 1'- 0" /
 3" DEEP ALUMINUM RETURNS
 1" TRIM CAP WITH WHITE ACRYLIC FACES
 RETURNS AND TRIM CAP TO MATCH SW6990
 INTERNALLY ILLUMINATED WITH WHITE LEDS

SW6990

SIGN TYPE :
 FACE ILLUMINATED CHANNEL LETTERS - ARIAL BOLD FONT

SIGN 1
 FRONT 6'-0" X 1'-0" SIDE 3" DEEP
 AREA 6 SF



SIGNAGE LOCATOIN KEY PLAN

Moreover, the allowable signage area is met, as follows:

SIGNAGE ORDINANCE REQUIREMENTS	
BUILDING 1: KNOX ROAD SF ALLOWED: 228SF (10% COMMERCIAL SF) SF PROPOSED: 120 SF TOTAL PAINTED MURAL SF: 1000 SF (ALLOWED TO EXCEED 10% COMMERCIAL SF)	BUILDING 2: KNOX ROAD SF ALLOWED: 174 SF SF PROPOSED: 126 SF TOTAL PAINTED MURAL SF: 740SF (ALLOWED TO EXCEED 10% COMMERCIAL SF)
LEHIGH ROAD SF ALLOWED: 118 SF SF PROPOSED: 6 SF	

Sample representations of proposed artwork have been provided on the DSP. A note on the site plan has been added to ensure that the artwork is for illustrative purposes and may be updated or changed, seasonally, without amending the DSP.

MURAL - DESIGN :

TYPICAL MURAL DESIGN INTENT

FOR ALL 3 MURAL LOCATIONS

This image is meant to depict the basic design intent for the murals regarding color, theme, and content and is for illustrative representation only. The final draft for the murals may vary.

1 - DIMENSIONS : 46'-0" X 9'-0"

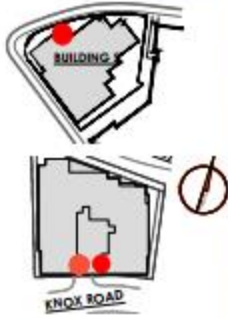
2 - DIMENSIONS : 40'-0" X 14'-0"



BUILDING 2 MURAL



BUILDING 1 WEST MURAL



CONCEPT IMAGERY FOR MURAL:



ABSTRACT INTERPRETATION
OF UNIVERSITY MASCOT
AND SCHOOL PRIDE

MC ESCHER ARTISTIC
STYLE OF EVOLVING
PATTERN MAKING



ABSTRACT
INTERPRETATION OF
MARYLAND FLAG
COLORS

PROPOSED MURAL
DESIGN THEME (ACTUAL
FINAL ARTWORK TBD)

(G)The owner or operator should minimize adverse impacts on adjacent properties and the surrounding neighborhood by appropriate setting of:

(i) Hours of operation or deliveries;

COMMENT: The applicant has not yet finalized all operational components of the building, but would anticipate that that all deliveries would occur during normal business hours. Regardless, trash area are provided internal to the building and located directly adjacent to the MEP space, minimizing any adverse impacts on the adjacent properties and surrounding neighborhood.

(ii) Location of activities with potential adverse impacts;

COMMENT: No activities with potential adverse impacts are proposed on-site, this is particularly true since the trash facilities are located internal to the proposed building. Moreover, no loading spaces are provided, as all units are fully furnished. Adequate space is provided in the parking garage to handle any delivers for the commercial retail spaces.

(iii)Location and use of trash receptacles;

COMMENT: An internal location within the parking garage area of Building 1 and at the rear of first floor of Building 2 is designated for the storage of trash receptacles. The internal location will minimize potential adverse impacts on adjacent properties and the neighborhood. Trash will be rolled out to the street on trash pick-up days and containers will then be immediately put back into the storage areas by the building mechanical and operating staff.

(iv) Location of loading and delivery spaces;

COMMENT: Pursuant to Section 27-546.18(b), since the applicant is proposing a mix of residential and retail uses in both buildings, which are, respectively, on a single lot or parcel, the site plan shall set out the regulations to be followed. In this instance, the applicant does not propose any loading spaces due to the fact that all residential units are fully furnished, and residents only need to bring personal items when moving in. Moreover, there is sufficient room in the garage to serve any deliveries for the proposed commercial/retail space, which will not depend on large truck deliveries.

(v) Light intensity and hours of illumination; and

COMMENT: The photometric plan included with the DSP confirms that there is minimal adverse impacts on adjacent properties and the surrounding neighborhood from the proposed building.

(vi) Location and use of outdoor vending machines.

COMMENT: No outdoor vending machines are proposed by this DSP.

X. LANDSCAPE MANUAL

The Central US 1 Corridor Sector Plan and SMA provides, at page 226, that “if a development standard is not covered in the plan, the applicable sections of the 2010 *Prince George’s County Landscape Manual* (Landscape Manual) shall serve as the requirement.” Additionally, pursuant to page 229 of the Sector Plan, the provisions of the Landscape Manual regarding Commercial and Industrial Landscaped Strip Requirements (Section 4.2), Parking Lot Requirements (Section 4.3), and Buffering Incompatible Uses (Section 4.7) do not apply within the development district. Therefore, the DSP is only subject to Sections 4.1, 4.9 and 4.10 of the Landscape Manual.

- a. Section 4.1 requires that a certain amount of planting is provided on the site of any proposed residential use. One shade tree is required to be planted for each 1,000 feet of green area provided.**

COMMENT: The provided Landscape Plan, filed in conjunction with DSP-20031, conforms to this requirement. Specifically, and as provided on the Landscape Plan, nine (9) shade trees are required and eight (8) shade and six (6) ornamental trees are proposed, which satisfies the requirement.

- b. Section 4.9 requires that a percentage of the proposed plant material be native plants.**

COMMENT: A Section 4.9 chart demonstrating conformance with this requirement is provided on the Landscape Plan.

- c. Section 4.10 requires a certain amount of planting be provided along private streets.**

COMMENT: Lehigh Road is a private street within the University of Maryland campus. As such, this requirement may not be applicable. Nevertheless, the applicant is providing the Section 4.10 plantings. Specifically, the Landscape Plan provides that six (6) street trees are required and the applicant is proposing six (6) street trees (five new street trees and one existing street tree).

XI. TREE CANOPY COVERAGE REQUIREMENT

The subject site is located in the M-U-I Zone and a ten percent (10%) tree canopy coverage (TCC) requirement applies pursuant to Section 25-128(b) of the County Code. The subject property is 0.846 acres and requires 0.0846 acre, or 3,685 square feet, of TCC area/coverage. A TCC schedule is provided on the Landscape Plan, and provides that 4,275 square feet of tree canopy coverage is provided, which satisfies this requirement.

XII. APPLICABLE CONDITIONS OF APPROVAL

CONFORMANCE WITH prior conditions of approval:

As it relates to the review of this DSP, the applicable conditions of approval for Preliminary Plan of Subdivision 4-20017 (PGCPB No. 2021-03) are as follows:

- 6. Prior to approval of the first building permit for the subject property, the applicant, and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations (Required Off-Site Facilities), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:**
 - a. A raised crosswalk crossing Knox Road between the two buildings and two handicap (ADA) accessible perpendicular curb ramps, and pedestrian crossing/hump signage assemblies (one on each side of the raised crosswalk), unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.**

- b. Four ADA accessible perpendicular curb ramps along the east side of Mowatt Lane at the intersections for the parking garage entrance, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.**
- c. One ADA accessible perpendicular curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane, unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.**
- d. Widen existing sidewalk for a minimum of 5 feet wide from the curb ramp at the north east corner of the intersection of Knox Road and Guilford Drive/Mowatt Lane to the sidewalk along Mowatt Lane, unless modified by the City of College Park with written correspondence, to be consistent with the applicable design standards and guidelines, but not to be removed.**
- e. Four R4-11 “Bicycle may use full lane” signage assemblies along Mowatt Lane, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.**
- f. Six shared-lane markings (sharrows) along Mowatt Lane, unless modified by the University of Maryland with written correspondence, to be consistent with the applicable design standards and guidelines.**

COMMENT: The DSP includes the BPIS Exhibit that depicts the facilities described in Condition 6.

- 7. Prior to acceptance of a detailed site plan, the applicant, and the applicant’s heirs, successors, and/or assignees shall provide a pedestrian and bikeway exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bikeway adequacy facilities, as described in condition 6, consistent with Section 24-124.01(f) of the Subdivision Regulations.**

COMMENT: Details of these facilities are provided in the DSP for review by the Urban Design Section of Development Review Division.

- 10. The private on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George’s County Planning Department, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, with the submittal of the detailed site plan.**

COMMENT: All private on-site recreation facilities are depicted on the DSP. Although these amenities are provide in greater detail on the DSP, a general description of the facilities are as follows:

Building 1 (88 units)

- Fitness Center
- 8 Study Rooms (1/level)
- Collaboration/Computer Room(s)
- Lounge
- Outdoor pool and pool deck
- Resident Bistro area

Building 2 (41 units)

- Lounge
- 8 Study Rooms (1/level)

Residents in both buildings will have access to the fitness center, lounges, pool and pool deck, bistro, etc.

Based on the formula for determining the value of the recreational facilities to be provided in this subdivision, the total value required is \$158,543 ($129 \text{ units} \times 3.26 = 420.54 / 500 = 0.84 \times \$188,500 = \$158,543$). However, the current cost estimate for these facilities is approximately \$1,109,768, which will increase more when final furnishings, programing, and equipment is selected for areas like the lounges, pool and pool deck, and fitness center.

XII. CONCLUSION

The Applicant requests approval of its Detailed Site Plan to allow the subject property to be developed with a total of 129 multifamily dwelling units for student housing and approximately 2,078 total square feet of commercial/retail space (envisioned to be an eating or drinking establishment) in two buildings (Building 1 and Building 2). The Applicant contends that this request, with limited modifications to certain development district standards, will benefit the development and the Development District, and will not substantially impair implementation of the Sector Plan. That is, based on the foregoing and the evidence that has or will be submitted into the record, this application does not substantially impair the implementation of the Sector Plan and the modifications to the standards are needed to facilitate the development. Finally, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. Therefore, the Applicant respectfully requests that DSP-20031 be approved.

Respectfully submitted,

McNAMEE, HOSEA, JERNIGAN, KIM,
GREENAN & LYNCH, P.A.

By:



Matthew C. Tedesco
Attorney for the Applicant

Date: March 4, 2021
(35 Day Resubmittal in response to SDRC)